



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

February 26, 2014 Meeting

1. Committee Meeting Call to Order

The meeting was called to order by Vice Chair Joseph Flanagan at 6:03 p.m. CAC members present were Joseph Flanagan (Vice Chair), Brian Larkin (entered during Item 6), Angela Minkin, Eric Rutledge, Jacqueline Sachs, Peter Tannen, Christopher Waddling and Wells Whitney. Transportation Authority staff members present were Courtney Aguirre, Liz Brisson, Erika Cheng, Cynthia Fong, Colin Dentel-Post, Anna LaForte, Maria Lombardo, Chad Rathmann, and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

Erika Cheng, Clerk of the Transportation Authority, announced that in Chair Glenn Davis' absence, she would provide a few brief announcements during the Chair's Report. She stated that CAC members were invited to attend an opening celebration of the Arguello Gap Closure project on Wednesday, March 12 at 3 p.m. at Inspiration Point in the Presidio. She shared that this project included a new pedestrian path and bike lanes on Arguello Boulevard in the Presidio and that it was among the first projects to be funded and completed using Prop AA vehicle registration fee revenues.

Ms. Cheng reported that the Transportation Authority Board approved the establishment of a new ad hoc Vision Zero Committee of the Board. She stated that the committee would meet to track and facilitate the progress of City teams to implement a Vision Zero action plan designed to expedite the City's Pedestrian and Bicycle Strategy goals and reduce traffic fatalities to zero in the next ten years. Eric Rutledge expressed appreciation for this Board action, and he commented that ensuring San Francisco's streets were safer for all, particularly bicyclists and pedestrians, was critical and that an added benefit was that when people felt safer traversing the city via bicycle or foot, they helped the city reach its mode share goals.

Jacqueline Sachs said that she attended the February 11 Plans and Programs Committee meeting where she expressed her support for Peter Tannen's reappointment to the CAC. She commented that there were currently only three females serving on the CAC and she was interested in seeing the diversity of the CAC improve.

Vice Chair Flanagan reported that Transportation Authority staff had distributed a survey to CAC members earlier in February, which was intended to inform a planned public forum where people with disabilities and seniors could voice their mobility issues as a part of San Francisco Municipal Transportation Agency's Accessibility Strategy update process. He stated that he anticipated the forum would be held in March.

There was no public comment.

Consent Calendar

Wells Whitney requested that Item 6 be removed from the Consent Calendar for discussion.

3. **Approve the Minutes of the January 22, 2014 Meeting – ACTION**
4. **Adopt a Motion of Support for Increasing the Amount of the Professional Services Contract with Mark Thomas & Company, Inc. by \$117,231, to a Total Amount Not to Exceed \$598,181, for Planning, Environmental, and Engineering Services for the Folsom Street Off-Ramp Realignment Project During the Construction Phase, and Authorizing the Executive Director to Modify Non-Material Contract Terms and Conditions – ACTION**
5. **Adopt a Motion of Support for Exercising the First One-Year Option of the Memorandum of Agreement (MOA) with the Office of Economic and Workforce Development and to Increase the MOA Amount by \$167,700, to a Total Amount Not to Exceed \$335,400, for CityBuild Services to Promote Workforce Development for Phase II of the Presidio Parkway Project and Authorizing the Executive Director to Modify Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION**
7. **State Legislative Update – INFORMATION/ACTION**

Wells Whitney moved to approve Items 3, 4, 5, and 7 on the Consent Calendar and Angela Minkin seconded the motion.

There was no public comment.

Items 3, 4, 5, and 7 passed unanimously.

End of Consent Calendar

6. **Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2013/14 Budget to Increase Revenues by \$2,907,954, Decrease Expenditures by \$110,932,870, Decrease Other Financing Sources by \$290,324,510 for a Total Net Decrease in Fund Balance of \$176,483,686, and Amendment of the 2013 Strategic Plan – ACTION**

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

Wells Whitney, in asking for additional information on this item, noted that the amendment included adjusting over \$100 million, and that his assumption was that those funds had not been spent or had been estimated to be spent in the wrong timeframe. Ms. Fong responded that some projects were worked on less than we had anticipated while some projects were accelerated and needed more cash, and that we had also received several new contracts. She added that staff worked with project sponsors for updates on cash flow needs based on project progress, and that the largest change in the budget, in addition to removing long-term debt, was reducing the capital expenditure amount.

Maria Lombardo, Chief Deputy for Policy and Programming, directed the CAC to page 32 of the packet which showed increases and decreases line by line. She added that the amendment to the capital expenditures was \$108 million, of which three projects accounted for 50 percent of the overall decrease. Ms. Lombardo called out the San Francisco Municipal Transportation Agency's Radio Replacement project, which was behind schedule, but also billing to other sources first and with a milestone-based contract that pushes out expected reimbursements. Ms. Lombardo also noted that the

Transportation Authority had paid more to the Central Subway project in a prior year than had been anticipated, and that savings from a previous design phase project would be used in the future, both of which contributed to a suggested downward revision in FY 2013/14 capital expenditures for the project.

Mr. Whitney asked if it was because project sponsors had not invoiced or had not been paid. Ms. Lombardo responded that they had not invoiced.

Mr. Whitney asked whether this was an annual process. Ms. Fong responded that it was and that no amendment would be necessary if there had been no material differences.

Wells Whitney moved to approve the item and Angela Minkin seconded the motion.

The item passed unanimously.

8. Adopt a Motion of Support for Approval of the 19th Avenue Transit Study Final Report – ACTION

Liz Brisson, Senior Transportation Planner, presented the item per the staff memorandum.

Eric Rutledge expressed that this project meant a lot to him as a former San Francisco State University (SF State) student and as someone who regularly drove through the Study corridor on 19th Avenue to get to work in San Mateo County. Mr. Rutledge said he had seen people crossing against the light to catch the train and pull themselves up onto the platform while the train was coming. Mr. Rutledge said the project was absolutely necessary and that he believed the highest-performing alternative was the right alternative.

Mr. Rutledge asked whether the bike lane would be on the sidewalk. Ms. Brisson said more design work would occur in the next phase, but that it would be fully separated, and not within the travel lane. Mr. Rutledge noted that getting between the Sunset and SF State by bicycle today was a nightmare and that including this element within the project was very important.

Mr. Rutledge asked about motorists making left turns out of Stonestown Galleria onto northbound 19th Avenue. Mr. Rutledge asked whether in addition to providing an underground crossing with the station whether pedestrians would continue to have the ability to cross at surface there and whether it would be possible to get a protected left-turn signal. Ms. Brisson indicated that in the Longer Subway and Bridge alternative, the station moved north near Macy's and Mercy High School, and therefore all the transit riders boarding and alighting at that station would be crossing under the street. Ms. Brisson added that the project would still keep pedestrian crossing opportunities at Winston Drive across 19th Avenue. Ms. Brisson added that the current configuration at 19th Avenue and Winston Drive had two northbound left-turns to accommodate vehicle travel into the mall, but that with the proposed project, that intersection would be modified to only accommodate a single left-turn and then provide a second left-turn opportunity at the northern Buckingham Way. Ms. Brisson said this change would provide for a more logical circulation flow and a less wide intersection. Mr. Rutledge said he was concerned about people crossing 19th Avenue at Winston Drive and that he had seen a lot of scary situations there, but it sounded like this project would improve that situation.

Brian Larkin asked how much communication the Study team had with Stonestown Galleria. Ms. Brisson indicated that General Growth Properties (GGP) had provided funds for the current phase and had committed to a funding contribution for the next phase. Ms. Brisson added that GGP had been a participant in the Study and attended meetings. Ms. Brisson noted that the economy had changed a lot since the start of the Study and that there was more interest in development on the site as a result. Ms. Brisson said the community and stakeholders were excited about the potential project and that this gave GGP an opportunity to tie their land use plan to a larger shared transportation vision that had already been established for the corridor. Mr. Larkin asked if there was a specific dollar amount that the project team would like to see as a contribution. Ms. Brisson said that the project team would be doing more work on the funding strategy in the next phase and that there was not a specific dollar amount that has been identified.

Angela Minkin asked when the \$72 million that the project was expecting from Parkmerced and SF State would become available. Ms. Brisson explained that the Development Agreement was not a specific funding requirement for Parkmerced to give the City and County of San Francisco \$70 million, but instead the agreement required that Parkmerced was responsible for designing and building the segment that would be built through their site, which had been valued at a \$70 million investment.

Ms. Minkin asked when Parkmerced would be required to build the segment. Ms. Brisson said that the Development Agreement had triggers that related to achieving milestones in the land use program. Ms. Minkin asked about the arrangement with SF State. Ms. Brisson said there was a Memorandum of Agreement that stated that SF State had committed to contributing to improvements at the SF State station. Ms. Brisson invited Peter Albert, Manager of Urban Planning Initiatives at the San Francisco Municipal Transportation Agency to provide further details since he was involved in negotiating that agreement.

Mr. Albert said that Ms. Brisson's explanation of the Parkmerced Development Agreement was accurate and that San Francisco had until July of 2018 to tell Parkmerced whether the Baseline or a grade-separated alternative should move forward. Mr. Albert said that with SF State, there was a \$1.83 million commitment to improve the SF State station in the middle of 19th Avenue. Mr. Albert said they had agreed since then to contribute that amount of money to the new station and had extended the time to finish the Study.

Chris Waddling asked whether project team had approached GGP with a requested dollar amount contribution based on a model that showed the economic impact of the station at their doorstep would be. Mr. Waddling said that there should be a way to quantify the economic benefit. Ms. Brisson said that the team had not yet done this, but that the next phase of work included scope to understand value capture opportunities. Ms. Brisson said the CAC was asking fantastic questions and a lot of the answers would become available as the next phase of work was carried out. Mr. Albert added that there was a future environmental phase for the project and that as that phase began, the property developers might wish to adjust their land use programs partnering on a combined Environmental Impact Report along with the project. Mr. Albert suggested that GGP might be incentivized to come up with a better, more transit-integrated plan. Mr. Albert said they could be partners in funding the environmental review phase, and that analysis carried out in that phase could be used to determine how much they would

benefit and that this could serve as good starting point for negotiations.

During public comment, Glenn Rogers said that moving the M-Ocean View through Parkmerced would cause blight and noise pollution. Mr. Rogers said that he had asked that the plans to locate the M-Ocean View streetcar go next to a tall tower and said the tower would have a hard time keeping residents. Mr. Rogers suggested that plans in the future should include the senior center located at Temple Methodist Church on Beverly at Randolph and that the subway solution should be dismissed because it was three blocks down from this senior center. Mr. Rogers said that for the tunnel alternative the station should be located closer to Beverly and suggested an elevation be prepared in this location citing multiple changes in elevation that would make the location undesirable.

Brian Larkin moved to approve the item and Eric Rutledge seconded the motion.

The item passed unanimously.

9. **Adopt a Motion of Support for the Allocation of \$4,262,840 in Prop K Funds, Appropriation of \$132,626 in Prop K Funds, and Allocation of \$1,844,994 in Prop AA Funds, with Conditions, for Nine Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, Amendment of the Prop AA Strategic Plan and Relevant Prop AA and Prop K 5-Year Prioritization Programs – ACTION**

Courtney Aguirre, Transportation Planner, and Chad Rathmann, Senior Transportation Planner, presented the item per the staff memorandum.

During public comment, Roland Lebrun expressed his support for extending the Central Subway from its current planned terminus in Chinatown to Fisherman's Wharf. He stated that because the tunnel boring machines were still underground, a great deal of money could be saved if they were to continue boring to Fisherman's Wharf. He also expressed support for a near-term solution that involved adding protective glass to platforms at the Bay Area Rapid Transit's (BART's) Embarcadero and Montgomery stations to address capacity issues and potential transit rider/train conflicts. Mr. Lebrun also expressed his support for the longer-term solution which is ensuring that the Transbay Transit Center could connect to the East Bay via an additional transbay tube.

Peter Tannen moved to approve the item, and Angela Minkin seconded the motion.

The item passed unanimously.

10. **Adopt a Motion of Support for Approval of the Caltrain Oakdale Station Ridership Study Final Report – ACTION**

Colin Dentel-Post, Transportation Planner, presented the item per the staff memorandum.

Chris Waddling thanked staff for meeting with him on Monday to discuss the final report. He commented that he would appreciate if the final report incorporated a map showing where the various modes were originating from. He also commented that on many of the maps included within the final report it was difficult to identify where exactly the station was located. He requested that this information be made more evident on maps. He also asked for staff to confirm that post-electrification was in

reference to 2019 and beyond. Mr. Dentel-Post confirmed that this was indeed the case.

During public comment, Roland Lebrun commented that replacing the Quint Street bridge with a berm would preclude the future development of the Caltrain Oakdale station at the site. He stated that at minimum, half a station could be constructed using the \$20 million available for construction of the berm and related improvements. He commented that money should not be spent on constructing a connector road. He stated that he appreciated learning through the final report that a Caltrain Oakdale station would have ridership. He disputed a point raised in the final report that a Caltrain Oakdale station could be added without negatively affecting Baby Bullet limited-stop trains, and stated that a four-track station would be necessary. He stated that Caltrain and high-speed rail could not operate with two tracks and level boarding. He suggested locating a new station at Portola Place with a new T-Third loop track connection.

Mr. Waddling moved to approve the item, and Peter Tannen seconded the motion.

The item passed unanimously.

11. Major Capital Projects Update – Muni Radio Replacement Project – INFORMATION

Luis Zurinaga, Consultant, presented the item per the staff memorandum.

Wells Whitney asked for clarification regarding what the project would do once implemented and why the project was now about \$40 million over budget. Frank Lao, San Francisco Municipal Transportation Agency (SFMTA) Project Manager, stated that the project would replace and modernize Muni's radio communications system, some elements of which dated back to the 1970s. Mr. Lao said the system would be installed on buses and wayside communications equipment, and that the new equipment would allow for communication of data as well as voice. In addition, he said the system would integrate all of SFMTA's intelligent transportation systems, including (among others) dispatching, scheduling, Nextbus arrival prediction and the automatic passenger counting system. Mr. Lao said the equipment would communicate real-time information to SFMTA's central control and transit riders' smartphones. He said the information acquired via the new equipment would be more easily shared with others (e.g. passengers, funding agencies, etc.).

Mr. Whitney asked if the project constituted an upgrade or an entirely new system. Mr. Lao replied that, while the communications system would be entirely new, the capabilities and performance of the existing intelligent transportation systems that would be integrated into it would be substantially upgraded, in part because data collected by these systems would become available in real time.

Mr. Whitney asked why the project was significantly over budget. Mr. Lao responded that the original estimate was based on a voice/data radio system, but did not anticipate much integration with onboard equipment and existing systems. He stated that during design stakeholders specified additional complex requirements, which substantially increased the scope and budget. He said the SFMTA prequalified 3 vendors to bid on job, but because of the high level of complexity and aggressive schedule only one vendor was willing to bid, eliminating the possibility of a competitive bid process. Mr. Whitney asked if the system would work, and Mr. Lao confirmed that it would.

Eric Rutledge asked about the life expectancy of the system. Mr. Lao answered that the projected life for such large capital investments of this type was typically 20 years, and said the current radio system was nearly 40 years old, which was another factor in the cost. He said the open architecture of the new P25-compliant system would reduce costs for upgrades and hand set purchases over the life of the system, since SFMTA would not be locked into a single vendor.

Mr. Whitney expressed support for the project and satisfaction with the anticipated longevity of the new system, but expressed concern that technology was known to change in five years.

Mr. Rutledge asked Mr. Lao to discuss the new radio system's integration of SFMTA's transit signal priority systems, which he said had great potential for improving transit performance and reducing operational costs. Mr. Lao explained that the traffic signal priority system depended on radio communication between transit vehicles and signal controllers to reduce wait time at traffic signals.

Jacqueline Sachs commented that the SFMTA was in the midst of procuring new hybrid diesel buses, and asked if the new system would be installed on them. Mr. Lao answered in the affirmative, and said SFMTA had already received the new buses and installed electrical conduit for easy connection to the new radio equipment. He stated that for future procurements, the SFMTA had produced drawings and specifications for vehicle vendors to either install the radio equipment or provide electrical harnesses for easy installation by SFMTA.

Christopher Waddling asked if the system would be rolled out in phases or all at once. Mr. Lao answered that system testing would be a huge effort. As an example, he said a coverage study would be performed, which would entail a small fleet of buses testing the on-board equipment throughout the city. Mr. Lao described the plan for roll-out, saying cut-over to the new system would take place over time, a few buses per day, with installation and testing for each bus taking place during non-revenue hours in a single night. Mr. Waddling commented that the system would be heavily software-based, and asked if the \$116 million budget included funds for future software patches and upgrades. Mr. Lao answered that any changes to the current specifications would be outside the current budget.

During public comment, Roland Lebrun commented that the city of San Jose had implemented public announcement of real-time arrival prediction for its light rail system, and suggested San Francisco, with greater track mileage, do the same.

Edward Mason asked if the Radio Replacement project included a system to monitor engine conditions. He also asked if operator training was included in the project budget and, if so, what proportion of the budget was allotted for training. Mr. Lao answered that all new buses came with a microprocessor-based health monitoring system for engine health data. He said these systems would be integrated with the new radio communications system, making this data more easily available to SFMTA's central control. Mr. Lao said operator training, including payroll costs for almost 4,000 drivers, was included in the project budget and would take place before acceptance of the new on-board equipment. He said SFMTA would purchase a "bus-in-a-box" simulator for operator training.

Vice Chair Flanagan shared complaints he had heard from senior and disabled passengers who were unable to hear the automated stop announcements on SFMTA

buses, and said inaudible announcements were a common problem throughout the system. Mr. Flanagan suggested that the announcement system be upgraded.

12. Introduction of New Business – INFORMATION

There was no new business.

There was no public comment.

13. Public Comment

There was no public comment.

14. Adjournment

The meeting was adjourned at 7:44 p.m.